Edgefield Advertiser.

THOS. J. ADAMS, PROPRIETOR | EDGEFIELD, S. C., WEDNESDAY, AUGUST 12, 1896. | VOL. LXI. NO. 29

The County Board of Education at Morganton, N. C., has gone back to Webster's old blue back spelling book.

Five hundred tons of light steel rails were recently sent from a Milwaukee (Wis.) steel works to Japan by way of Buffalo and New York. British experts say their pull with Japan is lessening.

It is stated "on indisreputable authority" that Maceo, the leader of the insurgent forces in Cuba, has an army of 20,000 men, well fortified in the mountains, and that among them are four companies of women soldiers, who are as effective in the field as any of his troops. It would seem entirely out of place for women to be fighting in the ranks, and to unsex them and cut them off from the sympathy of women elsewhere; but when the fact is learned that they have sought refuge from the brutality of the Spanish soldiers, it entirely changes the aspect of the case, observes the Trenton (N. J.) American. They prefer fighting on the battlefield beside their husband and brothers to being thrown into the forts at the mercy of Spanish soldiery, and they should be honored for their choice.

Apropos of the discovery in Dr. Jameson's trunk of the secret cipher used by the Uitlanders, James Payn says that the only thoroughly undecipherable cipher is also the simplest. It consists of two duplicate books—any books; one in the hands of the transmitter of the cipher and one in those of the recipient. The first letter in the first page is taken for "a," the first letter in the second for "b," and so on till the end of the message is reached; suppose it to consist of twenty-four words, twenty-four pages of the book will thus have been used; for the next message the first letter of the twenty-fifth page will be used for "a," the first letter in the twenty-sixth for "b," and so on. Even the possession of one of these books would not help the would-be decipherer, unless he suspects some virtue in it, but without the book the cipher would remain absolutely inscrutable.

Twenty-five years ago, recalls the New York Observer, at a little inn in Frankfurt-on-Main, the treaty of peace was signed between France and Germany which gave the latter Power the two fair provinces of Alsace and Lorraine, and filled Frenchmen's hearts with bitterness and hatred which the lapse of these years has done little to quench. The long series of patriotic festivals and anniversaries which began in Germany last July have now been brought to a close, and the press is philosophically occupied in reckoning up both sides of the account—what Germany has gained and what she has lost by that famous treaty. The milliards of war indemnity have been spent long ago in costly developments of her huge army, but the provinces remain, and average German opinion is firm on this point—Alsace and Lorraine must remain an integral part of the empire. There can be no longer any doubt about the attitude of the people in Alsace-Lorraine. While hostilely criticising the German Government and many details of their somewhat strenuous administration, they are gradually accustoming themselves to be German subjects, and to take part with undivided heart in their local affairs. A German official of high standing the other day assured me that French as the language of the common people was rapidly dying out, and was only retained by the upper classes, not, however, from patriotic motives, but as a token of superiority. In the Social Democratic organs the peace of Frankfurt is alluded to as the beginning of tremendous evils which will sooner or later envelop Europe in a fearful catastrophe. Vorwarts, the brilliant Democratic paper of Berlin, says that the ink of the treaty was hardly dry before Europe saw the dark cloud of a Franco-Russian alliance on the horizon. It was no bigger then than a man's hand, but what is it now? It means the continuance of the Triple Alliance and the existence on a peace footing of nearly ten millions of armed men in Europe. Had Germany magnanimously surrendered those provinces Frenchmen and Germans would be brothers to-day, and Russia instead of being the arbiter of Europe, would be impotent.

Uses for Ozone.

Ozone is becoming an important industrial agent. It artificially ages liquor, removes the effect of oily beans in coffee and improves tobacco. In its late application to the rapid seasoning of wood for sounding-boards and musical instruments it increases the resistance of the wood to temperature and moisture and adds to its acoustic qualities. It thickens linseed oil for linoleum in a few days, whereas the old method of oxidation often took several months. It bleaches linen in less than a third of the time required by sunlight. It is also valuable in chemical and technical processes, especially in purifying starch derivatives from undesirable color, odor and taste.

Caterpillars That Secrete Wax.

It has been found that certain caterpillars secrete wax. Thus the cells of a leaf pine Tortrix formed of resin are lined with wax, as on dissolving away the resin with alcohol, Dr. Knagg found a slight film of wax; also a secretion of wax has been detected in the larva of a butterby.

BELOW DECKS.

HOW AMMUNITION IS HANDLED ON A MAN-OF-WAR.

Just What Will Happen Under Her Water Line When She Goes Into Battle—Is Directed From Midair.

Of all the ships of the new navy the Texas, which anchored at the Brooklyn Navy Yard last week, is in some respects the most interesting. A great steel fort spans her decks. At each end of the citadel is a turret, and in each turret a twelve-inch breechloading rifle, a magnificent monster of destruction, an engine of war that would be terrible if we only knew just what it would accomplish in an emergency aimed against men and cities and ships in-

ABOUT TO FIRE TORPEDO GUN.

stead of steel plates and wooden backing. The Texas isn't as heavy a ship as the New York, for example, but her redoubt makes her a battle ship, and the New York remains with all her perfection only an armored cruiser after all. If the Texas is only second class among battle ships, by reason of her tonnage, she is, nevertheless, the pride of her officers and crew, and would undoubtedly give a good account of herself in battle.

There is a certain fearful curiosity to know just what will take place down in the submarine wells, coils, magazines, engine room and stoke holes of this steel castle of the deep, what vast energies that have lain dormant will suddenly be released when once the order to prepare for action has been signaled through the ship. In old times the commander of a frigate stood on the bridge with his glass under his arm and gave his orders in full view of his men, who cheered and "went at 'em."

Nowadays, in the chilled steel cell called the conning tower, far removed above the smothered din of the decks, with no ears to hear and no eyes to see him, he puts his ears to the speaking tube, and fifty, sixty, seventy feet below him, here in the iron box called the shell room, there in the seething pit called the fire room; here in the dungeon of the engineers, there in the torpedo rooms, far away in the very bowels of the ships, where the high explosives and mines are stowed, flies the mysterious messages, rousing every man and every engine to utmost efforts.

In the long steel gallery, suspended between the sweat boxes, called the fire rooms, of the Texas, is the central station. Here a midshipman may connect the conning tower, or the tiller room, or the redoubts, with any other part of the ship. There is no such thing as shouting an order. The furnaces going, the engines clanking, the tramp of hundreds of feet waking sullen echoes from resounding metal, the chain trolleys bearing their perilous burdens of shell and powder and gun cotton, traveling harshly along; the mysterious awakening of the complicated automata hidden away in every nook, the sliding of the loading trays from the ammunition hoist to the breeches of the great guns, whose muzzles, forty feet away, are even now threatening to shatter the air with the hoarse earthquaking, sea maddening roar of a discharge that will do murder twelve miles away—amid all this diabolical saturnalia what chance would an old fashioned speaking trumpet have?

The central station, in which these speaking tubes are concentrated, must be carefully guarded. A steel pipe, twelve inches thick, carries them under the protective deck. Once there they are safe. The side armor, which distinguishes the battle ship, is, in the Texas, twelve inches thick, covering two-thirds of her length amidships. The walls of the conning tower are only nine inches thick, but its diameter is so small, comparatively, as to make walls of that thickness practically impenetrable. With the shell and round shot, grape and rifle balls impinging, bursting, battering on these circular walls, the fighting boss of the ship, perched there to overlook the enemy and direct the progress of

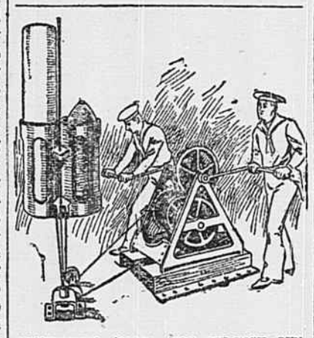
TWELVE-INCH SHELL BEING SWUNG INTO HOISTING WELL.
(Showing trolley for conveying shell from magazine.)

the action, feels secure in his ability to reach and rally the toilers under him, for he knows that every tube that leads from him to them is guarded by twelve-inch steel walls.

The order to clear for action having been given, the eight fire rooms, down next to the keel, with only a few inches of steel shutting out the cool, rushing waters, into which many a fireman would already like to plunge, are crowded with half naked men, forcing to still greater fervor the fires beneath the four double-ender boilers of the Texas. There are, perhaps, fifty of these men, and thanks to their exertions, the temperature of these fire rooms is already 130 degrees. There are eight men in each of the two engine rooms nearby—sixteen fierce looking heroes, each working in a pair of trousers cut off below the knees, as if his life depended on it. Many other lives do. There are two machinists and four or five oilers in attendance on each of these engines. Without her engines the Texas would fall a prey to the first unarmored cruiser that came along, swift to circle about the helpless leviathan, ready now and then to pour in broadside after broadside, any one of which might disable the 12-inch guns and pierce the magazines. The engine is the master machine, and everybody in the Texas realizes this. There are ninety men in the engineer's force, and all but twenty of them are on duty at the fires, engines and boilers.

But what of those twenty? What a fateful and all important labor is theirs! Some of them, by the glow from the glass cased electric light boxes, let down to them from above, are raising slowly out from the magazine bins the deadly treasures of high explosive, shell and cartridge. Here, the mines are making ready, there the torpedoes are preparing, and yonder in the shell room the vast missiles to be hurled from the throats of the 12-inch guns are being hoisted through the wells to the loading trays far above. Were the dynamos to stop and these light boxes to become suddenly dark, what a horror of black muck would envelop these toilers and paralize every energy of their frames. It was such a casuality as that which caused the collision in the harbor of Havana some weeks ago by which a Spanish cruiser went down, with her crew and captain.

Let's look at the steam steering engine. There are six wheels by which the Texas can be directed in her course. There is one in the chart house on the flying bridge, just over the conning tower, for steam steering. There's another in the conning tower, for use in action; a third on the after gun deck; a fourth in the steering room, away down in the after hold. There's a big hand wheel in the steering room for use if the steering engine breaks; a wheel on the steering engine itself, in the tiller room. Once disarranged or broken, the steam steering engine is disconnected and the hand wheels, any one of them, brought into immediate use.



AMMUNITION HOIST—FOR SIX-INCH GUN.

But take a look into the compressor room, where the air is compressed by steam for the torpedoes. Like all these vital elements, this room is down below the protective deck. The torpedo charge is confined at a pressure of 1350 pounds to the square inch, and when desired a pressure of 2000 pounds can be obtained. The first will send a torpedo four hundred yards at a speed of thirty-two knots an hour. Eight hundred yards range may be reached, but without accuracy of aim. Through the submarine torpedo room proper into which the three prisons open, the submarine mine room is reached. Here also the trap doors over the gun cotton and torpedo head compartments, each reached by a shaft, are to be seen. Just forward is the fore hold, where the wet stores, lumber, spare gear and beef are stored.

Down in the shell room, twenty feet below the sea level, eight men would work in time of action. It is six feet wide, 6.6 feet high, and some twenty feet long, a steel tunnel, shut in by the wooden partition of the various ammunition compartments; here at least wood may not be displaced by steel, owing to the danger of concussion. A great square shaft runs far up between steel walls to the redoubts, from which the twelve-inch guns are fired. Down this shaft comes a car, on which a shell, with its firing charge of 425 pounds of powder, must be loaded. The steel itself would be no mean burden, with its bursting charge of twenty-five pounds of explosive, for it is thirty-four inches long, 11.96 inches in diameter, and weighs 850 pounds.

A glance at the thermometer, with the fire-rooms on each side of us going full tilt, shows 122 degrees, but the eight men at work here don't seem to mind it. They can hear a deafening din around, above, and below them, yet they can see nothing but the hoist and the loading tray and the chain trolley along which they propel, by hand, the cradle that carries the shell from the magazine to the open door of the hoist. There is nothing for them to do but work; if the ship were sinking they wouldn't know it—without that warning whisper through the tube.

The ammunition hoist room proper or handling room, on the after platform deck, is immediateley over the magazines, for which it is a cover. It is cut off from the berth deck above by the battle plates, weighing about 1000 pounds each, and handled by steam gear. The water line is ten feet above. Every hatchway on this protective deck, which covers the ship's vitals as a cuirass covered a warrior of old, is supplied with these steel plates, water tight, which isolate every room and compartment below from the gun deck and crew space above. It is the machinery, not the men, that must be first considered. From abreast the upper end of the vertical armor, which does not cover the ends of the ship, this protective deck begins to drop down over the precious storehouse of mechanism amidships. Where it was only two inches thick, horizontally, it is now three inches thick, inclining at an angle of seven to ten degrees.

All the work of the battle ship is down in her midst. The forward end of the ship is used for stowing only. But this concentration amidships is curiously contrasted with the still more crucial rule in a battle ship that she can conquer only by division. Divided by innumerable water tight walls and bulkheads she stands; united in one whole she would fall.—New York Herald.

Lived Like a Pauper, Died Rich.

Miss Elizabeth B. Cook, of Bridgeport, a little hamlet in Fayette County, Penn., always lived as though she were a pauper. Recently she died without medical attention or friends present, and the exact circumstances of the death are not known. She was found lying upon the floor some time after her death. Dr. H. J. English was made administrator, and he got a firm of attorneys to look around and see what her few effects amounted to. The inventory of the estate shows that she was the owner of over $22,000 of bank stock. She also had over $28,000 in cash on deposit, and was the holder of ten shares of stock in the Pittsburg, Virginia and Charleston Railroad Company. Nearly $2500 in gold coin and $100 in silver coin and bank notes were found sealed up tight in an old fruit can in her home after her death. The property will go to nephews, neices, and grandnephews and grandnieces.—Philadelphia Times.

A Frog a Foot and a Half Tall.

The king of frogs was caught recently at Rahway, N. J. He weighed ten and three-quarters pounds. His right leg weighed 2¼ pounds, and his left leg 2¼ pounds. He was eighteen inches long and twelve inches wide.

COMPARATIVE SIZE OF THE BIG FROG AND A SILVER DOLLAR.

The width of his mouth was eight inches, the length of his leg 19½ inches.

The biggest frogs on earth are found in this country. Nowhere else are frogs so large a feature of swamp and marsh life. A year ago twelve enormous American frogs were sent alive to Europe, where they excited much wonder; but none of them was as large as the Rahway frog here described.

A Relic of Washington.

There is a movement on the part of quite a large number of the residents of Princeton, N. J., to rescue from oblivion the ancient structure in which George Washington resided during the summer and fall of 1783, when Congress was in session at Princeton. It was in the old Berrien mansion at Rocky Hill that Washington lived and from which he wrote his farewell address to the army. An organization has been formed by the leading people of Princeton and other towns in the State known as the Washington Headquarters' Association. At a recent meeting a Board of Trustees was elected from the prominent Revolutionary families of the State. Measures were taken looking to the purchase of the old mansion and two acres of land adjoining, and it is proposed to restore the building and make of it a museum of Washington relics. At present the building is in a dilapidated condition and is subject to further destruction by the blasting that is continually going on in the quarries of the Rock Hill Stone Quarry Company, located adjacent. It was resolved to offer the company $1500 for the building and two acres of ground, and to refuse to accept the building on any other conditions than that it remain on its present historic site.—Atlanta Constitution.

A Heavy Injunction.

Mr. Learner (going very fast and unable to stop or turn)—"For heaven's sake, parson, take that rock out of the way, quick!"—New York Truth.

The area of the coal fields of the United States is almost 200,000 square miles.

CYCLING COSTUME.

NORFOLK JACKET AND SKIRT FOR WHEEL-WOMEN.

A Favorite Basque for Riding the Bicycle and for General Wear—Stylish Ladies' Waist With Applied Basque.

The Norfolk basque is a favorite garment for cycling, shopping and general wear, as its trim outlines are becoming to all, and it looks comfortable and business-like. We here present one of its simplest modes, made of greenish drab covert cloth, closed with round white pearl buttons, and finished with machine stitching in tailor style. The basque is shaped with single bust darts, under arm gores, and a curving centre seam in back. The plaits are graduated at the waist line, and applied on back and front with a single row of machine stitching near the edges, or they can be blind stitched on if so preferred. The fronts are reversed at the top to form coat lapels that meet the rolling collar in notches, a chemisette with bow tie being worn at the neck. The sleeves, in gigot style, are shaped with two seams, and are of fashionable size, the wrists being finished with stitching to simulate cuffs, that are decorated near the back seam with three buttons. A narrow leather belt encircles the waist. The graceful skirt is specially designed for wheel-women, its distinguishing features being an underlying box plait laid in the centre of front gore, the edges of which meet and are flatly pressed, so as to be hardly noticeable when standing and when mounted give ample room for the free action of the limbs, and prevent the ugly girded appearance so often seen. Two backward turning plaits at the back conceal the saddle gore in the centre that keeps the skirt in proper position. Placket openings on each side of front gore are finished by pointed overlaps and decorated with buttons. Suits in this style can be made from all kinds of cloth, tweed, cheviot, serge, or cycle cloth, and worn with knickers and legging to match.

The quantity of material required to make this basque for a lady having a 36-inch bust measure is three yards. To make the skirt it will require 4½ yards of the same width material.

NORFOLK JACKET AND SKIRT FOR WHEEL-WOMEN.

ORGANDIE WAIST WITH APPLIED BASQUE.

May Manton says this very stylish waist, depicted in the second large engraving, is made from white organdie, over violet silk linings, and is decorated with lace, insertion and ribbon to match the color of linings. The waist linings are glove fitting and close in centre front. A narrow vest trimmed crosswise with insertion is sewed to the right front and closes over on the left. Wide box plaits that taper towards the waist are formed on the edge of each front meeting those on the back at the shoulder seams. A blouse effect is given in front by gathers at the lower edge of vest and box plaits. The ripple basque is joined to the lower edge of waist, box plaits meeting those of the waist at the back. A narrow belt with buckle encircles the waist. The crush collar of violet silk has large fans of lace on each side. Fashionable puffs reach to the elbow and are stylishly arranged over comfortable sleeve linings that can be cut elbow length or faced to the wrists, if so desired. The epaulettes are made from lace mitered at the edges to form three points over the full puffs. The mode is very generally becoming and the ripple basque or epaulettes, or both can be omitted if not desired. All kinds of silk, linen, cotton, or light weight woolen fabrics are adapted to

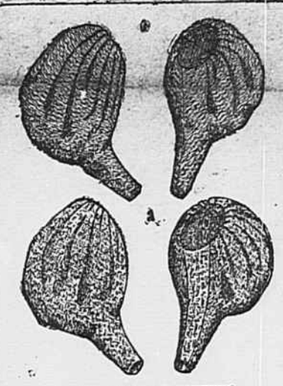
ORGANDIE WAIST WITH APPLIED BASQUE.

develop waists in this style, any fashionable garniture being chosen for decoration.

The quantity of material 36 inches wide required to make this waist for a lady of medium size is four yards.

LADIES' AND MISSES' COAT SLEEVES.

The demand for smaller sleeves is steadily increasing, ladies not being loth to disencumber their arms from the weight of material hitherto prescribed by fashion. Two styles of medium sized leg o' mutton or gigot sleeves for coat jackets, etc., are here given as one pattern. No. 1, made of fancy cloth, is shaped with single seams, and can be gathered or plaited at the top. A single box plait is laid at the shoulder, forward and backward turning side plaits adjusting the remainder of the fullness. No. 2 is of mixed cheviot and is shaped with two seams, having a smooth under arm portion. When linings are used they are shaped exactly like the sleeves, thus giving the necessary room for



STYLES IN COAT SLEEVES.

size. To make these sleeves for a miss fourteen years of age it will require 1¾ yards of the same width material.

SILK LININGS.

Transparent fabrics are a pronounced feature of this summer's styles, and, in consequence, the silk skirt lining is of more importance than ever before. Very much of the style and beauty of a gown is given it by the choice of its lining, which supplies the dash of color now needed in everything but mourning dress.

Plain and dark silks are seldom chosen for these linings, but instead charming combinations of color in stripes, chine, and changeable effects, which are really handsome enough for gowns themselves. However, for certain occasions—afternoon drives at summer resorts, garden-parties, day receptions, etc.—gowns of grenadine, striped and plain canvas, semi-transparent crepes, goat's-hair and etamine, are smarter than those of fancy silk. The skirts of these gowns are invariably plain, or at most have an insertion of lace between the seams—or a frill of narrow lace down them—through which, of course, the lining glints effectively. The sleeves, and usually the back of the corsage, are like the skirt, but oftener than not the front is of plaited chiffon veiled with embroidered lace, or of beautifully embroidered batiste.—Demorest's Magazine.

CURIOUS CANINES.

An Odd Breed of Three-Legged Dogs Owned by a Cincinnati Man.

An odd breed of dogs is to be found in the kennels of C. W. Linn, at Cincinnati, Ohio. There are six of them. Five have only two legs each. The sixth has a growth about six inches long from the left shoulder, which was evidently designed for a leg, but which ends abruptly where the foot should begin.

THREE-LEGGED DOGS.

The father and mother of the family are about five years of age and were born of perfect parents. Their deformity has not been accounted for any more than have those deformities that go to make up the many monstrosities of the animal kingdom.

There have been bred seventeen puppies, four of which have had three legs, but the third was in no case perfect, though one had a foot of five toes, shaped very much like an elephant's. Only one of these has lived.

Of the last delivery of four the two with three legs died soon after birth. The two-legged dogs have a peculiar excrecence where the forelegs should start from the body, but there is only a bit of cartilage to be felt under the skin.

This led to a report several years ago that the dogs had been skillfully mutilated. But there is abundant testimony that they were born so, while some of the puppies that died were dissected in the presence of a committee of eminent surgeons and physicians.

The two survivors of the last litter are also evidence in themselves that they were born with their present deformity.

The dogs are intelligent and have been trained to many little tricks. They move erect on their hind legs, but when desiring to move a few inches they push their bodies along with their hind legs with little jumps.

The breed of the dogs is a cross between a shepherd and a water spaniel. Mr. Linn is a bachelor, a brakeman on the Cincinnati, Hamilton and Dayton Railroad. He has independent means and has bred the dogs as a scientific and philosophical pastime. He treats his pets with fatherly consideration, and in some particulars they are like spoiled children.

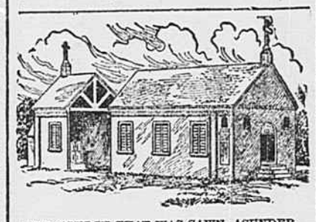
Mr. Linn exhibits the dogs only to those whom he believes take a scientific interest in them.—New York World.

To Amuse Their Victims.

English dentists might do worse than adopt the action of their colleagues in Vienna. These practitioners have formed a society whose members are to be instructed in the art of pleasing conversation with which to beguile their victims during operations. Anecdotes and jokes will make a running accompaniment to tooth-stopping, one suggesting another in the most natural manner. Extractions without gas will be the occasion for bad puns, for the pain caused by the paronomasia will obliterate that caused by the forceps. This scheme should commend itself particularly to Scotch patients, who will thus have the joke and the surgical operation at the same time.—London World.

Sawing a Church Asunder.

In order to enlarge St. Agnes's Roman Catholic Church, which stands on Masonic avenue, between Page and Oak streets, it has been literally bi-



THE CHURCH THAT WAS SAWN ASUNDER.

sected. The western portion has been moved twenty-five feet further west and the intervening space is now being pieced out. The insertion will double the seating capacity of the church.—San Francisco Examiner.

He Knew the Princess.

A London paper says that some time ago the Princess Maud went shopping strictly incog. While she was walking along the street, she was accosted by a little street arab who was the happy possessor of a pair of large pathetic brown eyes and a tangled crop of curly brown hair. He was busily engaged in the absorbing task of earning his living (and, perhaps, someone else's as well) by retailing "fresh spring flowers, penny and tuppence a bunch." The Princess stopped by him, and while choosing some flowers she was a little startled by the lad saying in an excited and familiar whisper: "It's all right, miss, I knows yer; but I'll keep it dark and won't split on yer." The Princess smilingly shook her head in denial. "Yes, I do knows yer (more emphatically); "yer Princess Mawd; I twigged yer directly."

A Town Under One Roof.

There exists in Wieden (borough of Vienna) an immense house called "Freihaus." This colossal building has thirteen courtyards, thirty-one staircases and 2112 inhabitants. It has its own postman, and the letters if they would reach their destination, must bear the Christian name, surname and also nickname of the addressee, the number of his room, staircase and courtyard.

The city of Poughkeepsie, N. Y., has been presented with the sum of $50,000 by the children of the late John P. Adriance for the purpose of erecting a public library.

HOUSEHOLD AFFAIRS.

TREATMENT FOR NEW CHINA.

China as soon as bought should be placed in a vessel of cold water, each piece being separated from another by a little hay. Gradually heat the water till it is nearly boiling, then let it become cold. Take the china from the water and wipe, and it will be found that it will be less liable to crack than if used before being boiled.

TO CAN STRAWBERRIES.

Crush one-fourth of the berries selected for canning, strain out the juice, and put in a preserving kettle. To each pint of juice add one pint of granulated sugar and one-half pint of water, let simmer twenty minutes, and remove the scum. Fill glass cans with the remaining berries and set on racks or rests in a boiler containing sufficient warm water to cover the racks. Fill the cans of fruit with the prepared syrup and screw on the caps loosely. After all the cans have been filled, add hot water to that in the boiler until it comes half-way to the top of the cans, put the lid on the boiler, let the water boil half an hour, then screw the caps tightly on the cans, cover them with a towel to protect them from exposure to cold air, remove from the boiler, and set away to cool. When perfectly cold tighten the caps, if necessary, wrap the cans in paper, and keep in a cool, dry closet. Other berries may be canned in a similar manner, either with or without sugar.

GOOSEBERRIES AND THEIR USES.

The objection to the use of the wild gooseberries is their prickles, but these may be largely removed by rolling the berries, a few at a time, in a fine-meshed wire sieve, the hand protected with a thick towel or old leather glove.

Canned Gooseberries No. 1.—Remove the stems and tops from green gooseberries, wash the fruit in cold water, drain on a towel, fill self-sealing cans, and shake down well. Can boiling water, when cold pour it over the berries, shake the cans to facilitate the escape of air, fill with water to the brim, and at once screw on the covers.

Canned Gooseberries No. 2—Allow for each quart can a teacupful of water and a teacupful of granulated sugar. Avoid using sugar which has a bluish tint or the fruit will not keep as well. Put water and sugar in a granite or porcelain-lined kettle. When a syrup has formed put in the cherries and cook twenty minutes, or until they are soft and broken. Fill cans and screw on the covers. In ten minutes open the cans and fill them to the brim with hot boiling fruit and seal at once. Cans of any kind of fruit if thus refilled will be full when cold, and mold will not form on the top.

Gooseberry Jam—Prepare the berries as directed and weigh them. Allow two and a half pounds of sugar to every three pounds of fruit. Put six tablespoonfuls of water in a kettle, add the berries and cook twenty minutes, stirring occasionally, then add the sugar, cook and stir three-quarters hour. Now test, and if thick and firm, fill jelly glasses. When cold, fit a circle of paraffine paper over the top of each before putting on the cover.

Dried Gooseberries—Put in a kettle four pounds of gooseberries, scatter over them one pound of sugar, add another four pounds berries, and another pound of sugar. Set them on the stove griddle, and heat them slowly till the skins commence to break, then take off the kettle and set it aside till the fruit is cold. Repeat the process three times, then skim out the berries carefully and spread them on plates. Boil the syrup until it is thick, and drop it from a tablespoon over the fruit, and dry in the sun, covered with mosquito netting. Pack in boxes with oiled paper between the layers.

Gooseberry Soy—To six pounds of gooseberries add two teacupfuls vinegar, three pounds sugar, and boil thirty minutes. Put in pint cans or wide mouthed bottles and seal hot.

Gooseberry Shrub—Slightly crush the berries in a jar and pour on boiling water to cover. Tie a cloth over the top of the jar and leave twenty-four hours or until cold, then pour off the liquor, heat it and return to the jar. When cold strain, and to each pint add two teacupfuls of sugar, boil five minutes, bottle and seal.

Marmalade—Cook ripe gooseberries until, when cold, a little will run readily from a bottle. A few whole cloves dropped in the mouth of the bottle before sealing will prevent mold from forming. Bottle and seal while hot.

Gooseberry Cheese—This is used with cake for dessert. Mash and heat ripe gooseberries and rub through a colander, add half the weight of sugar, boil until when cold it can be turned out of cup or glass, and can be cut in slices like cheese. It will need about twenty minutes' cooking.

Gooseberry Catsup—Place in a kettle the pulp from four quarts of ripe gooseberries, two pounds brown sugar, one teaspoonful good vinegar, tablespoonful of ground cinnamon, tablesponful (scant) of ground cloves and half teaspoonful ground pepper. Cook five pounds gooseberry pulp (ripe), four pounds sugar, two teacupfuls vinegar, one tablespoonful each of ground cinnamon and allspice. When a little dropped upon a plate is shiny and does not spread, it is done.

THE secret of genuine happiness in this life is to live upright.